

• COLORADO RIVER •
AQUEDUCT NEWS

THE METROPOLITAN WATER DISTRICT

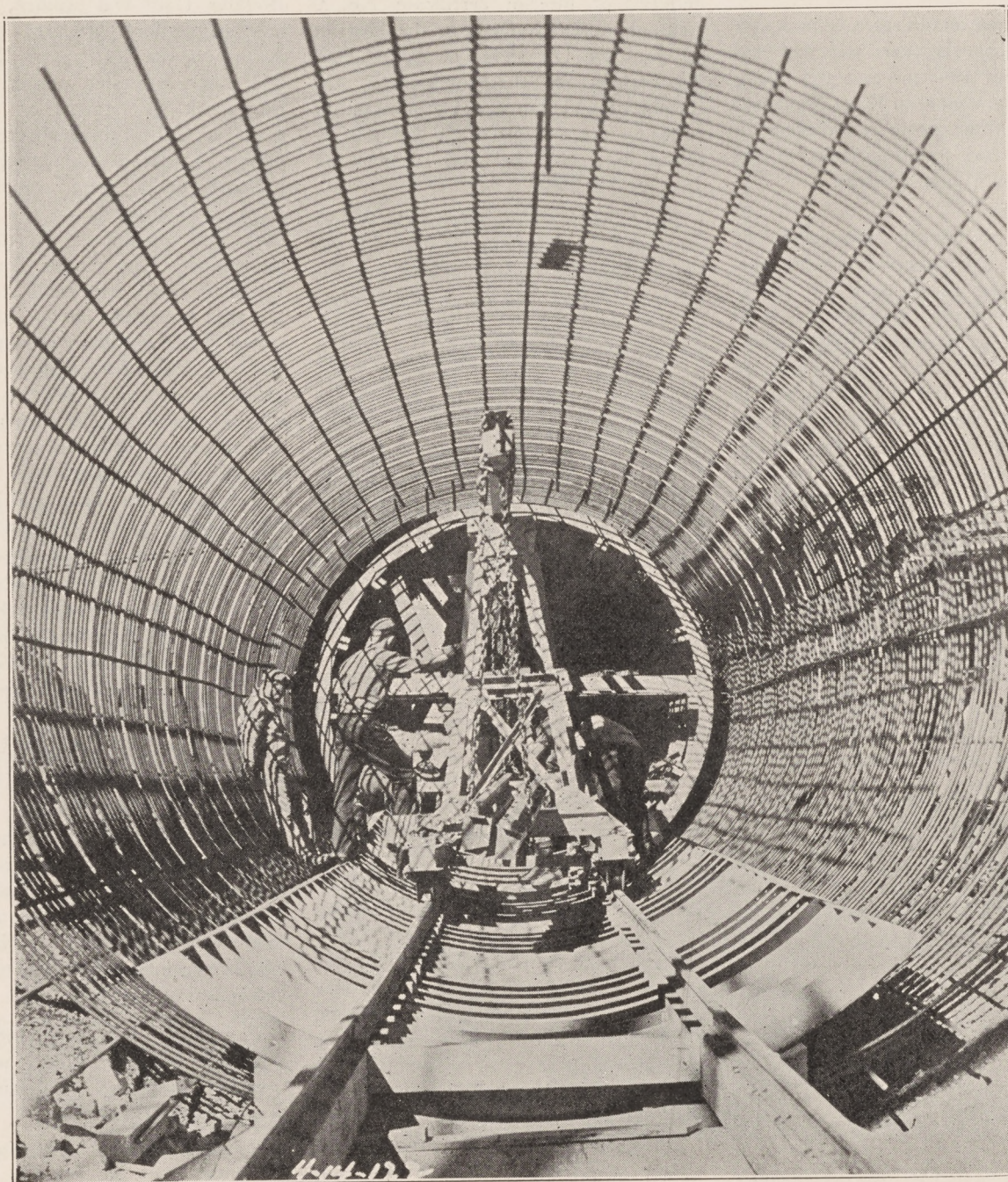


OF SOUTHERN CALIFORNIA

Vol. 1

FEBRUARY 20, 1934

No. 3



FAN HILL SIPHON

Where the first concrete on the Colorado River Aqueduct is being poured. This unusual view shows how the inner steel forms are put in place. The cylindrical grating is the reinforcing steel used in construction of the siphon. The work is being done as a part of an experiment to determine the relative merits of monolithic and pre-cast concrete siphon.

COLORADO RIVER
AQUEDUCT NEWS
 THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

LOS ANGELES, CALIFORNIA

Published twice monthly in the interest of Field and Office Workers on the Colorado River Aqueduct, and for the information of all other citizens of the Metropolitan Water District.

Vol. 1 February 20, 1934 No. 3

The comment made recently by a veteran construction engineer who had just returned from an inspection trip along the line of the Colorado River Aqueduct is of real significance to all workers on the project and to all citizens of the Metropolitan Water District.

He said this:

"I am profoundly impressed, of course, with the magnitude of the tunnels, with the roads, and the power lines, and the water system—and with the able manner in which difficult engineering problems have been solved by the District staff. But if I were asked to name the one thing which impressed me most, I would say that it is the wonderful construction camps which you have strung from the Colorado River to Cajalco Reservoir. In more than twenty-five years of construction experience I have seen nothing to compare with them. The wisdom of providing such comfortable quarters for the men is evidenced by the speed with which the work is going forward."

This statement is by no means unique. Almost every visitor along the aqueduct line has been similarly impressed.

Comment upon this general reaction is not made here for reasons of vanity, but because it emphatically justifies one of the fundamental policies which has been followed in aqueduct construction by the District and by contractors alike.

Recreation halls, cooling systems, tennis courts, libraries, hospital facilities, landscaping, and adequate heating facilities at various points along the line have paid dividends in efficiency and progress.

While there is good reason for gratification at this fact, no claim is made that perfection has been achieved at any or all of the aqueduct camps. *But it is gratifying to know that past performance and results justify a policy of improvements from time to time as experience shows them to be necessary.*

GENERAL MANAGER REVIEWS ACTIVITIES OF MONTH ON AQUEDUCT

(EDITOR'S NOTE: The following is a brief summary of the monthly report of General Manager and Chief Engineer Weymouth, filed with the Board of Directors in January, covering work during December. These summaries will be presented at regular intervals.)

Legal Division—Proceedings for the delivery of interim certificate No. 9 resulted in the payment to the District on January 17, 1934, of \$2,016,000. Proceedings for the purchase by the Reconstruction Finance Corporation of bonds in the amount of \$8,064,000 resulted in a bid filed and accepted on January 19, 1934.

Field Engineering Division—Work continued on location surveys of the Black Canyon transmission line. Surveys for the Parker Reservoir were practically completed. The accident records for the Coachella Division for the last six months of 1933 indicate a sharp decline in accident frequencies toward the end of the year. The Testing Laboratory devoted considerable time to a program of tests to obtain information which will enable the writing of specifications for a Portland cement that will contain properties best adapted to the conditions of this project.

Construction Division—(See progress table on Page 6).

Office Engineering, Civil—Plans were worked out for a wasteway and sand trap at the Iron Mountain Pump lift. Having completed studies on the arch dam model of Parker Dam, a straight gravity section is now being constructed for tests. The weather stations in the Cajalco Reservoir basin were completed, and the first readings taken January 11. The reservoirs and mains of the construction water supply system west of Iron Mountain were sterilized and flushed out during the month. An investigation was undertaken of the feasibility of the construction by the District of a plant to manufacture the cement needed for the construction of the aqueduct.

Electrical Engineering Division—Work on the electrical and structural design of the permanent transmission line between Boulder Dam and the aqueduct pumping plants was continued.

The problem of switch rack location at Boulder Dam was studied, and alternate suggestions prepared to be submitted to the Bureau of Reclamation and other interested parties. Construction work was started on the testing plant at California Institute of Technology. Concrete foundations for the pressure tanks were completed, and work is in progress on the calibrating tanks and foundations for the dynamometer and service pumps. An automatic weighing device was made and installed for trial operation on one of the wind tunnel balances. Work is in progress on the instruments for speed control, equipment for exploring velocity conditions in the model pumps, Venturi meters, and manometers. An order was placed for the pressure tanks.

Miscellaneous Activities Division—The District was requested by a number of commercial and civic organizations throughout Southern California to have a representative of the District appear before these bodies and outline the work and plans of the District. Systematic efforts were made to comply with these requests.

Right of Way Division—Regular work was continued on the securing of aqueduct rights of way.

Personnel Division—One hundred and seventy-one applications were approved and placed in the active file. The December labor turnover for all District forces was 6.49 per cent, which is somewhat less than for the month of November.

Purchasing Division—One thousand sixty-two purchase orders were issued covering purchases amounting to approximately \$127,353.94.

Accounting and Costkeeping Division—Actual costs to January 31, 1934, amounted to \$13,352,410.43, covering portions of work and activities, the total cost of which is estimated at \$60,333,202.

AIRPLANE STUDIES USED IN LOCATION OF AQUEDUCT—BOULDER DAM POWER LINE IN WHIPPLE MOUNTAINS

Final surveys are now under way for the 220,000 volt steel tower transmission line, which is to bring power from Boulder power plant to the five pump lifts along the aqueduct route. The work was begun in October, 1933, and at the present time the route has been flagged and stationed from Boulder Canyon to Iron Mountain, profile has been taken, and office engineers are already engaged in determining the location of towers.

In the near future the location work will be carried through to Hayfield, and a branch line will be surveyed from a point near Goffs, on the Santa Fe Railroad, to Gene Wash, as indicated by the map.

Last Pioneering Work

The surveying of the 220,000 volt transmission line is of particular interest because it is virtually the last of the pioneering type of field work in connection with the aqueduct. "Old-timers" will remember with mingled pleasure and pain the wilderness conditions which existed when first the surveys on the aqueduct route and the accompanying road, water, and power lines were begun. As they glide along to the river over paved highways they almost forget the time when they used to bump through the creosote bushes at six miles per hour. In those days, "time out" had to be taken frequently to repair tires or to jack up the car and build a viaduct of brush or stones beneath it. Yet such conditions existed along much of the route of the 220,000 volt transmission line when work on the surveys was started. In the comparatively short time that has elapsed since then, sixty miles of road has been bull-dozed and bladed, and a fair route of travel has been established near the line throughout. There is still one section of the line, however, which is very difficult of access—namely, the portion which passes through the Whipple Mountains near the Colorado River.

100 Square Miles Mapped

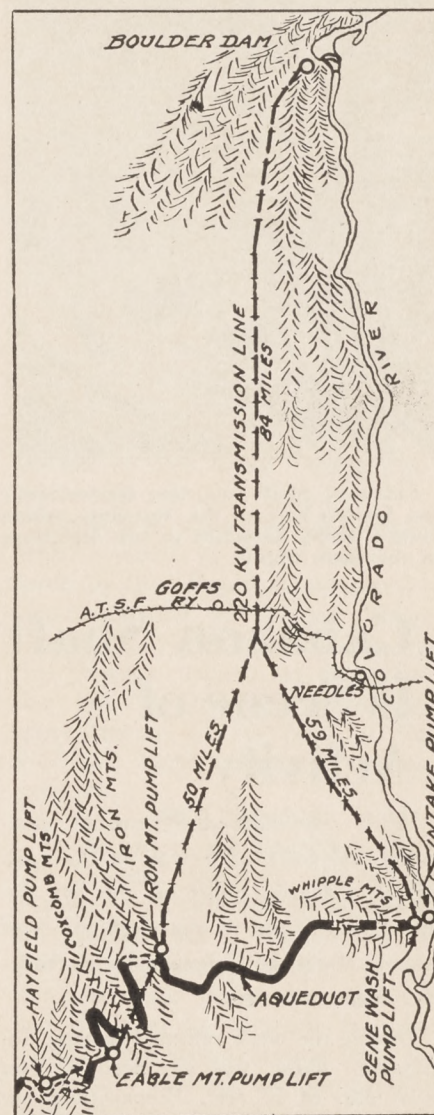
To facilitate the work of locating the line in this rugged Whipple Mountain

territory, the area was first studied by airplane. Stereoptic oblique pictures were taken during the flight, and from data so obtained an area of 100 square miles was blocked out and aerial mapping pictures taken. These pictures when placed in a stereoscope present the appearance of a perfect relief map and permit detailed study of the area, which is not possible while flying, due to the speed with which the region is traversed.

Ground Surveys Follow

The aerial mapping work is to be regarded as purely in the nature of advance scouting. It must be followed up by ground surveys of the usual type. The aerial pictures proved extremely valuable, however, in discovering a feasible route for the line, and also in locating possible routes of travel across the region. The first trip made on the ground from Division No. 1 headquarters to West Well, distant twenty miles northwest along the route of the line, took two days; but now, after some road work has been completed, the trip can be made in a few hours.

The field work on the 220,000 volt line location is being done under the direction of J. B. Bond as construction engineer, with Robert N. Allen as engineer in charge of locations and surveys, and Verne D. Elliott as assistant engineer.



The map above shows how electric power, generated at Boulder Dam, will be delivered to points of use on the Colorado River Aqueduct. (Below) About to take off on the first aerial survey of the Boulder Dam transmission line route. Left to right: Lieut. Col. Erikson, flying photographer; Robert N. Allen, J. B. Bond, and Verne D. Elliott, of the Metropolitan Water District; Joseph Plosser, pilot.



Cabazon Shaft on the thirteen-mile San Jacinto bore of the Aqueduct, where work is being launched in two directions on the main tunnel.

Cabazon Shaft Is Scene of Activity

With the shaft and crosscut completed and work underway on the main tunnel, Cabazon Shaft on the San Jacinto job was one of the chief points of interest along the Colorado River Aqueduct front last week.

During the week ending February 10, Cabazon, West, was advanced 37 feet to a total of 72 feet. Preparations are under way to install a heavy section of steel support transferred from San Jacinto West Portal stock. The East Face at Cabazon has been developed through the East leg of the "Y." A triangular pillar still remains to be removed to connect the East and West headings. The drill carriage has been delivered at the shaft.

Being driven by Wenzel & Hensch, with Walter Hoenecke as superintendent, the 13-mile San Jacinto Tunnel is second longest bore on the Aqueduct. The Cabazon shaft is 246 feet in depth. The length of the crosscut, including 104 feet of tailtrack, is 1,039 feet. The 796-foot Potrero shaft on this job is within 200 feet of completion, and tunnel excavation is going ahead at the west portal.

Safety On the Aqueduct

By A. B. WOODWARD, JR.
Assistant Safety Engineer.

When there is an accident that results in great bodily injury to an employee there is nearly always an investigation with the resultant correction of the condition or practice that was found to be the cause.

The minor accident does not as a rule receive any attention. It is passed off with a shrug of the shoulders or a remark such as "He is a lucky man."

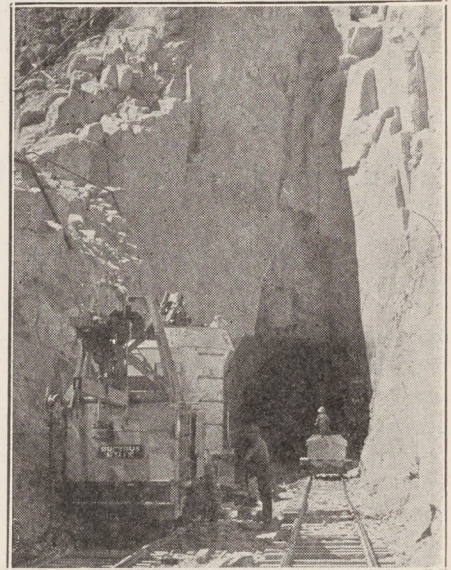
However, we should regard all minor accidents as danger signals. They should serve to warn us that a hazard exists. If those familiar with the work will look into the past they will nearly always find that there have been many close calls or minor accidents from the same cause that resulted in the serious accident.

Even though the minor accident is not considered in the light of a danger signal there is the item of cost facing us. As an example, a man receives a slight cut on the hand from a falling rock. It is a close call and the entire crew of twelve men stops work for a period of say five minutes. The result is the loss of one man-hour. The injured requires another two hours for a visit to the doctor and then returns to work. The loss of time will cost at least \$1.50 and the visit to the doctor a like amount or a total of \$3.00. Should the job average one such accident per day the annual cost will total some \$900.

Men in charge of working crews should bear in mind the fact that accidents reduce efficiency and waste money and are costly to both the District and themselves.

Regard your minor accidents seriously, investigate them thoroughly, take the necessary steps to prevent a repetition and watch the improvement in your accident record.

Work is going ahead rapidly on the fabrication of joint assemblies for the Little Morongo Siphon, it was announced this week at the plant of the American Concrete and Steel Pipe Company in South Gate.



East Portal of Coxcomb Mountain Tunnel. This view has been the subject of more requests than any other aqueduct tunnel picture.

Coxcomb Bore Is Center of Interest

If requests for pictures may be taken as a criterion, Coxcomb Mountain Tunnel is entitled to the distinction of being the most interesting single tunnel on the aqueduct line.

A check made this week of the District's photographic records revealed that more requests have been made for the picture printed above than for any other view of the project. The requests have come from newspapers, magazines, and organizations.

On the same basis, the Coachella Division of the Aqueduct is the most popular group of tunnels on the project.

It is pointed out that the light color of the rock at the Coxcomb tunnel portal and the depth and abruptness of the approach cut lend themselves particularly well to photographic treatment.

Being driven by Winston Brothers, with E. A. Bernard as superintendent, the bore is 17,795 feet long. All excavation at the present time on the job is going forward from the east portal, although the approach cut to the west portal has been completed.

Need of Keeping Labor Quotas Stressed

Metropolitan Water District and contractor forces along the aqueduct line played host to the five members of the Los Angeles County Board of Supervisors and their party last week.

The group included Chairman John Quinn, Harry M. Baine, Roger Jessup, Gordon L. McDonough, and Hugh A. Thatcher.

After visiting the District's field headquarters building and testing laboratory at Banning, the supervisors spent one night at Berdoo Camp on the Coachella Division, where they viewed excavation work in progress on the eighteen-mile East Coachella Tunnel.

A second night was spent at Division No. 1 Headquarters near the Parker Damsite on the Colorado River. From that point the board members proceeded north via Needles and Searchlight to Boulder City to inspect construction activity on Boulder Dam.

Considerable excitement resulted when the party visited West Eagle Mountain. Supervisor Quinn suffered bruises to a leg while riding on a flat car in the tunnel. Highly colored and garbled reports of the mishap reached Los Angeles and grave concern was felt until the comparatively minor nature of the accident was brought out in a report by Division Engineer Stearns.

ALL THREE FLAGS

Wide Canyon is justly proud of having been the first camp to claim all of the merit flags in the 4th Division at one time.

Flying in succession beneath Old Glory, were the Safety and Progress flags, with the Economy flag completing the group. Wide had all banners for approximately five days, but the Safety flag was awarded to Yellow Camp and has been moved there.

Ed Walsh of Davenport, Iowa, secretary and treasurer of the Walsh Construction Company, is inspecting his firm's jobs on the aqueduct project, it was learned from Division No. 1 headquarters.

PRELIMINARY WORK BEGUN ON REMAINING AQUEDUCT BORES

Within three days after authority was issued by the Board of Directors, District crews were on the ground and beginning preliminary work on the opening of the remaining tunnels of the Coachella Division of the Aqueduct.

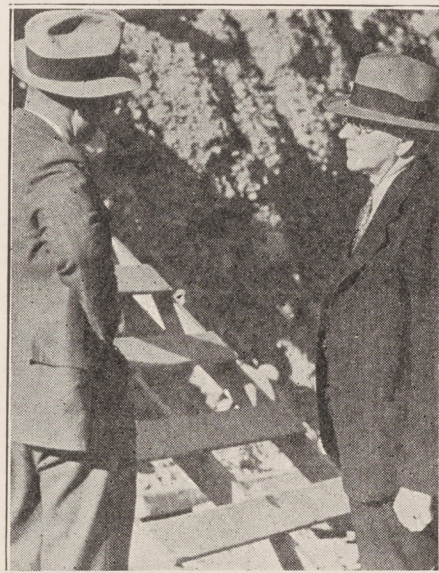
The Board's decision to do the work by force account was made on Friday, February 2. On Monday, February 5, Superintendent Merriman had crews in Little Morongo Canyon. They are now well along with the erection of a temporary camp, the grading for a permanent camp, the building of roads, and the installation of water and light facilities.

7.09 Miles

Within two weeks similar activity will be started in Long Canyon, site of the second new Coachella Division camp.

From Morongo Camp 3.95 miles of bore will be driven. This includes the west portion of Long Canyon Tunnel, Blind Canyon Tunnel, and Morongo Tunnels Nos. 1 and 2.

The tunnel to be driven from Long Canyon Camp totals 3.14 miles and includes the west portion of Seven Palms Tunnel and the east portion of Long Canyon Tunnel.



Talking it over—General Manager and Chief Engineer Weymouth (right) and Division Engineer R. B. Diemer snapped at Fan Hill Siphon during the General Manager's recent inspection trip along the aqueduct line to the Colorado River.

Meanwhile, preliminary steps necessary to the starting of construction work are being taken also by Broderick & Gordon, who were awarded the contract for the 1.79 mile East Eagle Mountain Tunnel. Already having the contract for the east portion of the West Eagle Mountain Tunnel, they are conveniently located to do this work.

Last of the Tunnels

The activity on the Coachella Division and at East Eagle Mountain is significant in that it marks the commencement of work on the last of the Aqueduct tunnels, bringing the total amount of bore under construction or under contract up to 91 miles.

Decision to drive the remaining Coachella tunnels by force account was made by the Board of Directors on recommendation of General Manager Weymouth. In his statement, the General Manager pointed out that contractors' bids received on the work were approximately 13 per cent, or about \$410,000, higher than the engineer's estimates.

\$912,720 Bid

In the case of the East Eagle Mountain Tunnel, however, the General Manager drew attention to the fact that the \$912,720 bid of Broderick & Gordon was substantially equal to the engineer's estimate, being only about one-half of one per cent in excess. He pointed out that they already have a camp from which they can handle this additional work, and recommended the acceptance of their bid.

CHALLENGE HURLED

The Engineers at Wide Canyon have sent out a blanket challenge to all Ping Pong players, including those in the Banning and Los Angeles Offices.

Nightly sessions are keeping the challengers in the pink, and their skill ladder is as follows: H. Roach, W. E. Lennen, B. Soderblom, P. Uhl, C. Sweet, E. Bennett, and W. Sanders.

TO DISTRIBUTE DIVIDEND

Group insurance policy holders will be pleased to learn that the Employees' Association Board of Control is distributing the 1933 insurance dividends.

BEST PROGRESS
This Period
WEST CONSTRUCTION CO.
Whitewater No. 2
787 ft.

TUNNEL PROGRESS

Jan. 16 to Feb. 15, 1934

BEST WEEK'S RECORD
This Year
WEST CONSTRUCTION CO.
Whitewater No. 2
192 ft.—Feb. 10, 1934

TUNNELS ON CONTRACT	Length in feet	Number of Shifts	EXCAVATION PROGRESS IN FEET			TUNNELS ON CONTRACT	Length in feet	Number of Shifts	EXCAVATION PROGRESS IN FEET		
			Average Per Shift	This Period	Total to date				Average Per Shift	This Period	Total to date
Walsh Constr. Co. COLORADO RIVER West Portal	(5640) 5640				0	J. F. Shea Co. COTTONWOOD East Portal	(20105) 10114	84	8.1	678	3018
COPPER BASIN, No. 1 West Portal	(757) 757				0	West Portal	9991	84	8.4	702	3019
COPPER BASIN, No. 2 East from adit	(11,580) 1878	93	6.3	588	1206	Morrison-Knudsen MECCA PASS No. 1	(5900) 325				0
Adit	330			0	330	No. 2	970				0
West from adit	9702	93	5.6	520	1187	No. 3	4605	81	7.0	564	1772
WHIPPLE MT. East from adit	(32,265) 18,352	93	5.4	501	1086	West Constr. Co. WHITEWATER No. 1, West Portal	(10206) 2060				0
Adit	924			0	924	No. 2, East Portal	8146	81	9.7	787	2882
West from adit	13,913	93	5.5	508	990	Wenzel & Henoch SAN JACINTO East from Cabazon	(67,415) 8553	93	0.6	55	55
Winston Bros. IRON MT. East from shaft	(39,805) 9890	81	2.3	188	411	Cabazon shaft	246			0	246
Shaft	165			0	165	Cross drift	935			0	935
West from shaft	13,743	81	7.4	602	1479	West from Cabazon	22839	93	0.8	77	77
Utah Constr. Co. IRON MT. West Portal		93	6.7	620	4303	East from Potrero	20589			0	0
Winston Bros. COXCOMB East Portal	(17,795) 8765	81	7.6	595	2634	Potrero shaft	796	93	1.1	102	645
West Portal	9030			0	0	West from Potrero	6712			0	0
Broderick & Gordon EAST EAGLE MT. West Portal	(9460) 9460			0	0	West Portal	8722	93	1.7	157	894
WEST EAGLE MT. East from adit	(26,503) 7880	12	2.4	29	29	Hamilton & Gleason BERNASCONI East Portal	(6220) 6220	54	5.4	289	2168
Adit	2008	58	6.6	383	2008	Dravo Contr. Co. VALVERDE East from Shaft 1	(37,150) 1275	87	1.8	160	265
West from adit	7974	11	1.4	15	15	Shaft 1	64			0	64
Dixon & Bent WEST EAGLE MT. West Portal		81	7.6	614	2100	West from Shaft 1	3462	87	1.7	151	222
Hunkin & Conkey HAYFIELD, No. 1 East from adit	(9677) 5317	29	10.4	302	442	East from Shaft 2	3463	87	5.4	473	1844
Adit	511	28	2.8	79	511	Shaft 2	204			0	204
West from adit	4360	1	6.0	6	6	West from Shaft 2	6175	87	5.1	445	1753
Shofner & Gordon HAYFIELD, No. 2 West Portal	(5375) 5375	54	7.3	396	1250	East from Shaft 3	6175	87	3.5	300	1526
						Shaft 3	192			0	192
						West from Shaft 3	5975	87	3.7	321	1875
						East from Shaft 4	5975				0
						Shaft 4	—				
						West from Shaft 4	4650				
						Total Excav. Contract Tunnel exclusive of Adits and Shafts (In Miles)	305,853 57.93			10,643 2.02	38,508 7.29
TUNNELS ON FORCE ACCOUNT											
EAST COACHELLA TUNNEL Yellow Canyon Adit	(96,460) 686			0	686	WEST COACHELLA TUNNELS 1000 Palms No. 1, W. Portal	15,043	81	6.5	524	3504
East from Adit	10,204	81	8.0	648	3211	No. 2, E. Portal	3798	81	7.1	577	3253
West from Adit	10,076	81	6.8	553	2584	No. 2, W. Portal	40			0	26
Fargo Canyon Adit	891			0	891	Wide Canyon No. 1, E. Portal	5122			0	36
East from Adit	11,850	81	6.6	531	2635	No. 1, W. Portal	9183	81	7.0	570	2738
West from Adit	15,200	81	7.1	579	2640	No. 2 Tunnel	848			0	848
Berdoo Canyon Adit	2042			0	2042	7 Palms E. Portion	8390	81	7.4	601	2405
East from Adit	15,824	81	7.7	624	2930	Total excav. Force Acct. Tunnels excl. of Adits and Shafts (In Miles)	138,884 26.30			6507 1.23	32,419 6.14
West from Adit	12,456	81	6.3	508	3189	*Total Tunnel Excavation	84.23			3.25	13.43
Pushawalla Canyon Adit	2935			0	2935						
East from Adit	10,186	81	5.5	448	1206						
West from Adit	10,664	81	4.2	344	1214						

* Does not include Schedules 7 and 8 of the West Coachella Tunnels. Heading excavation is counted as two-thirds of full tunnel excavation.

NEWS FROM FIELD AND OFFICE

The February 5 issue of the AQUE-DUCT NEWS reported the progress of Whitewater Tunnel No. 2, for January, as 715 feet. This should have been 737 feet, which mark entitled the job to credit for making the month's best record. The discrepancy occurred because information forwarded from the field did not include the last day of the month.

That the West Construction Company crews have maintained rapid progress since January is evidenced by the fact that during the week ending February 10, they made 192 feet of advance—an average of 32 feet per day, since they operate on a six-day basis. On Tuesday, February 13, they turned in 45 feet for one day.

* * *

When Cleo Lambert's Varieties invaded Berdoo direct from the Los Angeles Orpheum with a Galaxy in Vodvil on tour of all the District Camps, it proved to be the most outstanding entertainment Berdoans have had the pleasure of witnessing. A return performance is eagerly awaited.

* * *

Miss Nonie McKevitt of Rupert, Idaho, became the bride of G. C. Pfeffer recently at Palm Springs.

* * *

Recent transfers from the Banning office included W. L. Sanders to Division 4; Leland Beckman to Division 1, and Alec Napier to Perris.

* * *

John Hays Hammond of Washington, D. C., dean of mining engineers, recently honored Berdoo with a visit. After being escorted through the tunnel in the company of Warren B. Pinney, manager of the El Mirador Hotel at Palm Springs, and Kenneth McIsaac, he expressed his appreciation of the remarkable speed with which the project is progressing.

* * *

P. W. Clancy, until recently a member of the field staff of the Distribution Division, has been employed by Engineers Consolidated, a firm of private engineers in Los Angeles. Clancy is to have charge of a number of survey parties working in the vicinity of the

Flying during the month of February for the best camp records for safety, progress, and economy on the Coachella Division were:

**Safety Flag—Yellow Camp.
Progress—Wide Camp.
Economy—Wide Camp.**

Verde River in Arizona. The work has to do with field investigation for a water right lawsuit and will take approximately four months.

* * *

William Rohan of Minneapolis, vice-president of Winston Brothers, was a visitor of Coxcomb and East Iron Mountain on February 6 and 7.

* * *

Winston J. Smith, one of Berdoo's hardrockers, is on top of the world as well as underground now. He is the proud father of twins, one mucking machine operator, and one driller, but he hasn't decided yet which is which.

* * *

An event of the week at the Walsh Construction Company Camp near the Colorado River was the arrival of a new Conway Mucker to be used in the Whipple Mountain adit.



Why boys leave home for the aqueduct. Houston H. Pillow, pastry cook at Pushawalla Camp on the Coachella Division, displaying a delectable two-crust creation in the course of construction.

Ralph W. Miller, well known to hundreds of aqueduct workers as occupant of the Information Desk on the eleventh floor of the Los Angeles headquarters building, has entered the practice of law with offices at 124 W. Sixth Street, Los Angeles. He will be associated with his father, Edwin J. Miller, well known Los Angeles attorney.

* * *

Division Engineer Booth reports the installation of an air conditioning plant for the dormitory and office building at Division No. 1 Headquarters near the Colorado River. The work is being done by the Carrier Engineering Corporation.

* * *

Friends of R. J. ("Red") Irvine, formerly of the Banning office, and now employed in the Los Angeles office of the Distribution Division, will be glad to know that life in the big city has not softened him. Many and devious attempts were made recently to induce him to attend the dancing classes given under the sponsorship of the Employee's Association, but to no avail. He listened not to the song of the sirens, and neither blandishments nor cajolery could persuade him to bow to the fair Goddess of Terpsichore.

* * *

C. C. Elder, District hydrographic engineer, returned to his office last week, after a seven-month sojourn in Washington, D. C., in connection with work for the district.

* * *

Completion of diamond drilling at Parker Damsite was announced last week. Similar work is to start soon on the dam power house site. This job, it was indicated, will occupy about one month.

* * *

Hollywood moved out into the desert last week when the Walsh Construction Company commenced the showing of motion pictures at Whipple Mountain Camp. A film will be presented each week at the camp.

Supervisors See Aqueduct Line

Special attention of all contractors and camp superintendents was called this week to the necessity of maintaining the employment quotas of the thirteen member cities of the Metropolitan Water District.

The following communication was forwarded to all such officials by Col. N. F. Jamieson, District employment officer:

"As you know, the thirteen member cities of the District are each allowed a given quota of men and money in the aqueduct construction program, and the several cities which find their respective quotas below the total they are entitled to are more than aggressive in their efforts to secure better representation.

"The six cities listed below are considerably under their quota, and only men from their registration lists should be employed at the present time, and until further notice: Beverly Hills, Fullerton, Glendale, Santa Ana, Santa Monica, and Torrance.

"Your cooperation in hiring as many men as possible from the above listed cities will greatly aid in keeping the quotas more nearly balanced."

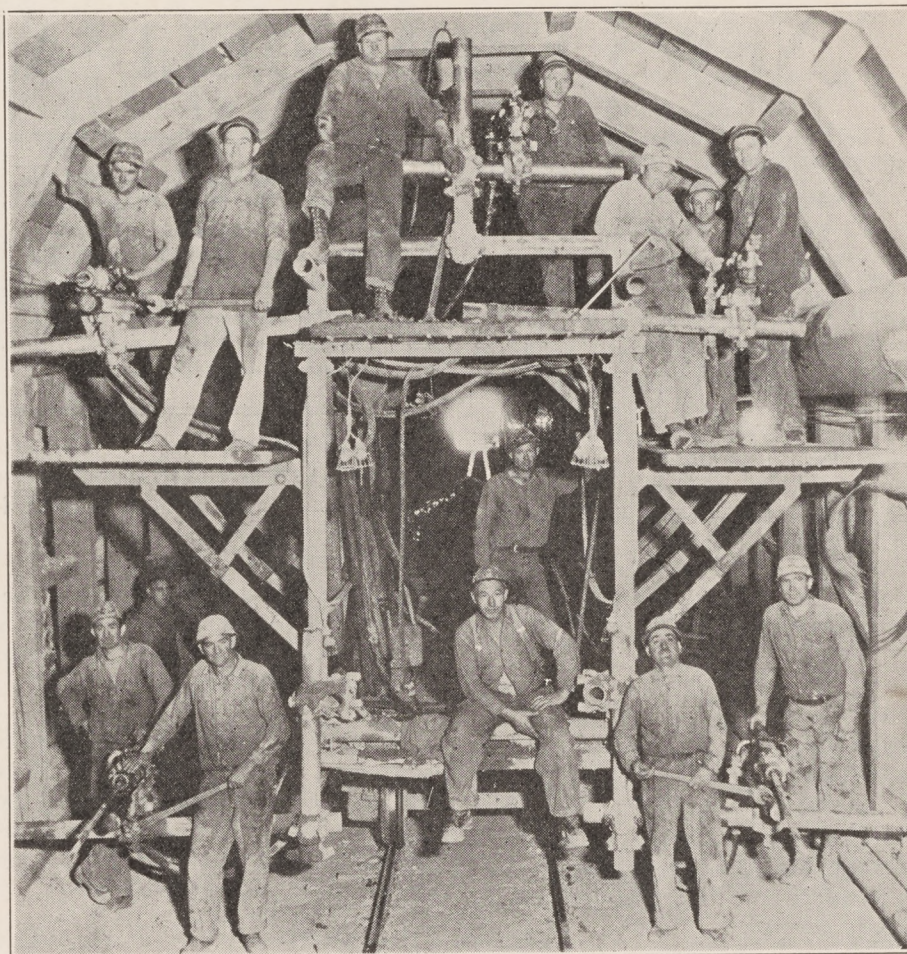
Early Morning Blaze Destroys Valverde Change House

"Fireman save my shirt!"

That was the plaintive cry of the crew on shift at Valverde No. 1 shaft in the early morn of February 6 when fire destroyed the change house at that location.

The blaze, thought to have been caused by an overheated oil stove, broke out at 2:00 A. M., consuming, along with the building, the clothing and personal belongings of the crew in the tunnel.

Work has been started by the Threkheld Commissaries, Inc., on the erection of a replacement building. A primer house and a battery charging station also are being built. Tunnel spoil is being spread over the roads and adjacent yard areas.



Ready for action—This unusual view of drill carriage and crew was taken underground at Thousand Palms on the Coachella Division. The men are (upper row, reading from left to right) E. P. Stewart, Harry H. Ridley, L. J. Peck, Dan Atrick, M. D. Grayson, Lloyd Fickes, Frank R. Merrick, (lower row) T. T. McClanahan, C. W. Cates, Hugh Cribbs, Louis S. Catano, C. M. Wilson, and (seated) Harry Strand.

Ferry Fares Fall Fast in Face of Competition

Substantially reduced transportation costs between the California and Arizona banks of the Colorado River in the vicinity of the Parker Damsite were reported last week by aqueduct employees on Division No. 1.

Reason for the downward trend was the launching of a new ferry service across the river at a point about six miles upstream from Parker. The fare charged is thirty-five cents. The enterprise is backed by a group of Parker business men, it was learned.

In meeting this challenge, owners of the good ship Nelliejo, for many years the only ferry service across the river, have reduced their fare from \$2 to \$1.

Second Call Issued For Library Books

Announcement that books for the first of the Coachella Division's free libraries soon will be ready for distribution was made last week.

Each of the camps on the Division will be provided with a library, it was stated. They will be established in the commissaries.

General Manager Weymouth has issued another call to office employees of the District and to the public generally for the donation of additional volumes. Books may be brought to the basement supply room of the Los Angeles office or to the Banning office; or, in the case of persons outside of the aqueduct organization, notify the District by calling Michigan 9261.